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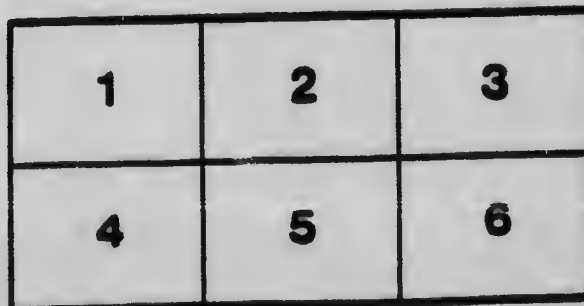
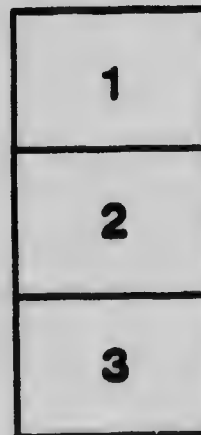
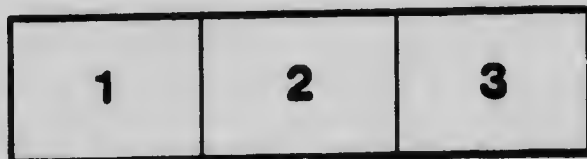
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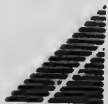
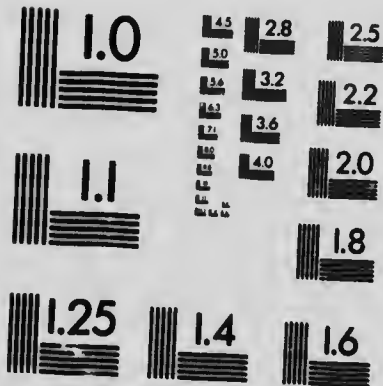
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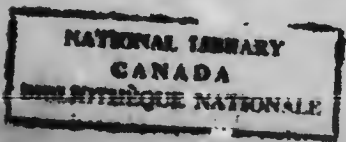
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	<h1 style="margin: 0;">MONTREAL</h1> <p style="margin: 0;">PROVINCE OF QUEBEC, CANADA</p>	
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MONTREAL, a city of some 350,000 souls, so named from the mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of the Dominion of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land—Montreal is destined to occupy a foremost rank among the cities of this continent and of the world. Long ago, about the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large well-fortified Indian town called Hochelaga. Relics of this old town have since been unearthed and a tablet on Metcalfe street, near Sherbrooke, marks the spot where these were found. Later on, in 1611, Champlain established a trading-post and called it Place Royale; a tablet in front of the Custom-house now marks the spot. It was not, however, till 1642 that Paul de Chomedey, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. For almost a century and a quarter Canada remained a French colony, and not till the Treaty of Paris, in 1763, did Montreal become a British city. Since then, French and English have lived together, happily and prosperously, side by side, each in the enjoyment of his own language and religion, both working strenuously for the development of Montreal as a national port, and a port which will eventually be second to none upon the continent.



Monument to Commemorate the Landing of Maisonneuve

The early history of the United States is indelibly blended with that of Montreal, for it was from this city

that many of the strong men of one, two and three centuries ago went forth to discover, to govern, to trade and to convert. On St. Paul Street, just east of Place Royale, stood the birth-place of Pierre and Jean-Baptiste Le Moyne, the men who discovered the mouth of the Mississippi river, in 1699, founded New Orleans, and who were, between them, governors of Louisiana for forty-six years.

Between 1666 and 1668, Jacques Marquette, the great Jesuit missionary and discoverer, was a familiar figure in Ville-Marie, and he left the banks of the St. Lawrence on his voyage of discovery to the Mississippi. It was to Montreal that Sir William Johnson, of Johnson Hall, on the Mohawk, came in 1760, and on the site of the present Bonsecours Market stood the residence occupied by his son, Sir John Johnson, Indian commissioner, and



One of the
Vaulted Rooms
in the
Château de Ramessay.

Canon found in the Old Port of Louisbourg.

it was here that peace conferences were held with the great Indian chiefs Brant and Tecumseh.

At the corner of St. Peter and St. Paul streets, stood the residence of Robert Cavalier, Sieur de La Salle. It was in 1666 that La Salle came to Montreal to go, ten years later, on his voyage of discovery into the North-west and thence down to the Gulf of Mexico. On the lower road leading from Montreal to Lachine can still be seen the remains of a fortified seignorial château which tradition asserts was the home of La Salle in the year 1668.

Some Historical
Reminiscences.

Near the Place d'Armes stood the house of Sieur du Luth, after whom the city of Duluth, in Minnesota, is named. On Notre-Dame Street, just west of St. Lambert Hill, was the residence of La Mothe Cadillac, who left the then little French village to proceed westward and found the now beautiful city of Detroit. The office of the Montreal Business Men's League is situated in this building.

In the years which came after, such men as Washington Irving, General Montgomery, Benjamin Franklin, Arnold, Chase, Carroll and John Jacob Astor followed one after the other to Montreal, each leaving a lasting imprint in the city's history.

A little tablet at the corner of Notre-Dame and St. John streets, with the following inscription: "Forretier House. Here General Montgomery resided during the winter of 1775-6," reminds us that the city was once in the hands of our southern neighbors. Sir Guy Carleton—whose name will always be associated with the Quebec Act, 1774—won back the city for us, and since then Montreal has stood secure, though again threatened during our troubles with the great republic to the south, in 1812-15. Its growth in population has been consistent.



Old Windmill
on the Lower Lachine Road.

At the time of the cession to Great Britain, the city had only a population of some 3,000; at the beginning of last century this had increased to 12,000, and at the present time she boasts of some 350,000 inhabitants.



Old St. Gabriel Church.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully-wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York. The natural

beauty of the site is more than matched by its practical importance as the head of ocean navigation; as the key to and from the great interior of the Dominion, as the spot whence all traffic upon the great waterways of the country must centre, Montreal can never lose its maritime and commercial supremacy.

Immediately to the west of the city has been built the Lachine canal, thus obviating the difficulties to navigation presented by the Lachine rapids. Through the canal freight-vessels of all kinds pass to the east and west. The passenger steamers, however, "run the rapids," and this is a most exciting and indeed a never-to-be-forgotten experience enjoyed by thousands of tourists each year.

The Lachine rapids were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the "Lord Sydenham."

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion. The Grand Trunk Railway System and the Canadian Pacific Railway Company have their head offices in the city.

The other railways centering here are the Inter-colonial, the Canada Atlantic and Parry Sound, the St. Lawrence and Adirondack, the New York Central, the Delaware and Hudson, the Central Vermont, and the Rutland railways.

To facilitate direct railway communication with the city, two magnificent bridges span the St. Lawrence and several connect the islands at the branches of the Ottawa river. The Victoria Jubilee Bridge, opened for traffic in 1860, by His Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. It is a magnificent structure, over two miles long, and brings its traffic directly into the city. The other bridge over the St. Lawrence belongs to the Canadian Pacific Railway, and crosses the river at the head of the Lachine rapids, striking the north shore a little below the village of Lachine and about seven miles west of the city. This bridge is also a great triumph of engineering.

Ocean steamships, carrying passengers and freight, run direct between Montreal and Liverpool, London, Glasgow, Manchester, Belfast and other British ports; also to several Continental ports, such as Hamburg, Antwerp and Havre, and to the Mediterranean. In connection with the large ocean traffic, the following tablet, found on the walls of the Canadian Rubber Company's works, on Notre-Dame Street, records this interesting fact: "1829-1833.

The Pioneer of Steam Navigation. On this site stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean, entirely propelled by steam."

The Richelieu and Ontario Navigation Company practically control



Notre-Dame Church.

the passenger traffic on the St. Lawrence river below Montreal. They have magnificently equipped boats running between Niagara and Toronto, Toronto and Montreal, Montreal and Quebec, and Quebec and the Saguenay river. Steam communication between Montreal and Quebec dates as far back as 1809, when John Molson, the father of steam navigation on the St. Lawrence, launched the steamer "Accommodation" for Montreal and Quebec service, as shown by a tablet on the wall of Molson's brewery.

The City's
Foreign Trade.

The harbour of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased. Before 1851, the largest ship coming to Montreal did not exceed six hundred tons, with a draught of not more than eleven feet. Since then, however, steady and energetic development of the ship-channel has been carried on, so that now we have a channel between twenty-eight and thirty feet deep at low water from here to Quebec, and one able to accommodate with safety the largest ocean-going vessels.

The guard-pier is a huge embankment extending downward from a point near the Victoria Jubilee Bridge, and protecting all the upper part of the harbour from ice-shoves. The revetment-wall is a magnificent piece of granite masonry running along the river-front and securely protecting the city from inundation. Six million dollars have been spent on harbour improvements, and it will take probably four million more to complete them.

The following lines of steamships run regularly between Montreal and the various ports mentioned :

Allan Line to Liverpool, London, Glasgow, and ports in South Africa ; Thomson Line to London, Newcastle, Leith, Dundee, Aberdeen, and Mediterranean ports ; Donaldson Line to Glasgow ; Lord Line to Cardiff ; Canadian Pacific Railway Atlantic steamships to London, Liverpool, and Bristol ; Dominion Line to Liverpool ; Leyland Line to Bristol and Antwerp ; Hamburg-American Packet Company to Hamburg ; Manchester Line to Manchester ; Furness Line to Antwerp and South Africa ; Elder-Dempster Line to South Africa ; Head Line to Dublin and Belfast ; Canadian Ocean and Inland Line to



The Harbor of Montreal, now undergoing Extensive Alterations.

Rotterdam; Quebec Steamship Company to ports in the Gulf of St. Lawrence; Dobell Line to ports in the Gulf of St. Lawrence; St. Lawrence Steamship Company to ports in the Gulf of St. Lawrence; Black Diamond Line to Sydney, C. B., and St. John's, Newfoundland.

The weekly passenger services of the Allan, the Dominion and the Canadian Pacific Railway Company lines between Montreal and British ports are first-class in every respect, and are yearly becoming more popular with tourists.

Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *via* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy pro-

duce, and in 1901 the exports here exceeded those of New York in butter and cheese.

The exports from the port of Montreal for the fiscal year ending June 30th, 1902, amounted to \$55,442,159; the imports were \$69,173,465, and the revenue collected \$10,041,662.

Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture.

Churches of Interest. One of the most important of these churches is the Roman Catholic parish church of Montreal. It is situated on Notre Dame street, facing Place d'Armes Square, and is a massive and impressive structure. The style is of a composite Gothic order, combining different varieties of a severe French design. Enormous sums of money have been expended on the church by its wealthy owners, the Seminary of St. Sulpice. The vast audi-



Old Bonsecours Church.

torium holds ten thousand people. The baptistry, to the right of the entrance, has exquisite stained glass windows. Here also is the small picture of the Black Virgin, which tradition ascribes to the brush of St. Luke. Under this is conspicuous the beautiful wood carving representing the entombment of Christ. On a pillar near the altar stands a small statue of Pope Pius IX., and devotees praying here are promised an indulgence of one hundred days from purgatory. Opposite to this is the bronze statue of St. Peter, whose toe is kissed by the faithful as in Rome. The Grand Altar is a piece of artistic work, while the Lady Chapel, in the rear of the building, is the delight of all visitors. It is considered a gem of its kind. The organ is reputed to be the finest on the continent.

The towers are 228 feet high. In the western tower, from the top of which a fine view is obtained, is hung the great bell, *Le Gros Bourdon*, the largest in America,

weighing 24,780 pounds. The

bell was cast in London, in 1846. In the eastern tower

are ten bells, which require eighteen men

to ring them. This

church is the successor of three different structures.

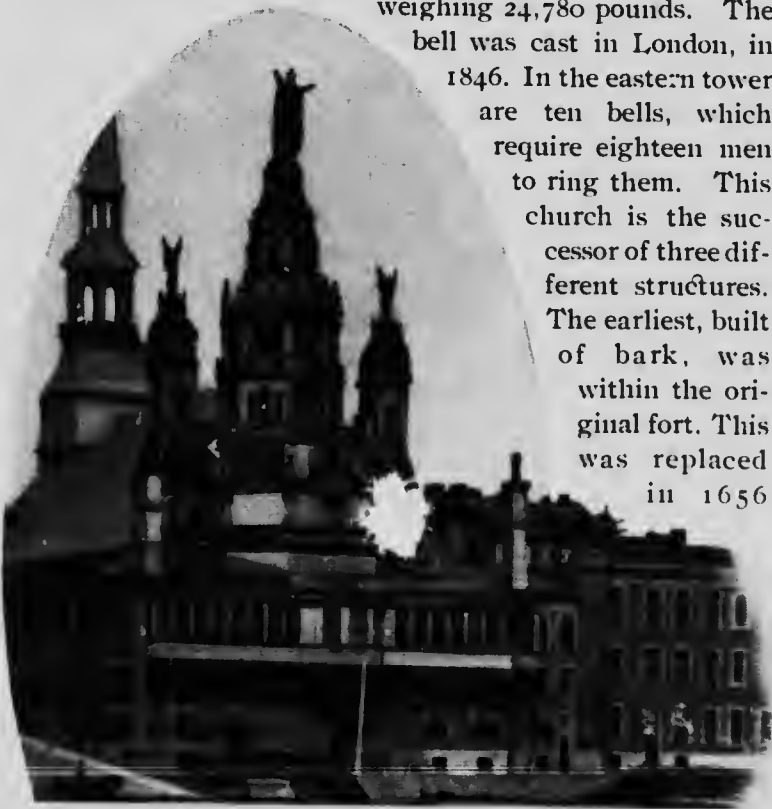
The earliest, built

of bark, was

within the original fort. This

was replaced

in 1656



Statue of Notre-Dame de Bonsecours.

by what was really the first parish church, on the north corner of St. Sulpice and St. Paul streets, where a tablet marks its site. The next was built in the middle of Notre-Dame street. This is recorded on a tablet on the wall of the Seminary of St. Sulpice.

The Seminary adjoins the church, and here since 1710 have been kept all the registers—baptismal and others—of the city. Here also is found a vast wealth of historic treasure. The building, including the old stone wall on the Notre-Dame street side, have seen practically no change since erected, nearly two hundred years ago. The fleur-de-lys, the quaint old-time clock, with its little bells which tinkle off the quarters and hours, are all relics of old French occupation.

The following interesting tablets contain a great deal of important history in brief space :

“The Seminary of St. Sulpice founded at Paris by Monsieur Jacques Olier, 1641 ; established at Ville-Marie 1657, Monsieur Gabriel de Queylus, Superior ; Seigneurs of the Island of Montreal, 1663.”

“François Dollier de Casson, first historian of Montreal, captain under Marshal de Turenne, then priest of St. Sulpice during 35 years. He died in 1701, curé of the parish.”

St. James Cathedral (Roman Catholic) is situated on Dorchester Street, at the eastern side of Dominion Square. Designed to exceed in size and magnificence all other ecclesiastical buildings on this continent, it is built on the model of St. Peter's at Rome. The foundations were commenced in 1870, and the structure is hardly completed as yet.

It is built in the form of a cross, 330 feet long and 222 feet wide. The dome is the great feature of the building, and is seen from all parts of the city. It is 70 feet in diameter at its base, and the summit is 210 feet from the floor of the church. The exterior height of the dome to the top of the cross is 250 feet.

The palace of the Roman Catholic Archbishop of Montreal adjoins the cathedral to the south.

The church of Notre-Dame-de-Bonsecours, situated on St. Paul Street, at the east end of Bonsecours Market, is historically, perhaps, the most important of Montreal's

churches. It was named Bonsecours to commemorate the many escapes of the colony from destruction by the Iroquois Indians. It was the first stone church in Montreal. The foundations were laid about 1657, by the celebrated Sister Bourgeois, who intended to found here the nunnery of the Congregation. Meeting with difficulties, she went to France, whence she returned the following year to establish her nunnery on Notre-Dame Street. Later on, however, she was induced to complete the church, and accordingly, in June, 1673, the chief



St. James Cathedral (Roman Catholic).

memorial stones were laid with solemn religious ceremony, and the church was opened for worship in August, 1675. It was destroyed by fire in 1754, but rebuilt on the original stone foundations in 1771-73. There still remains of the old church the inward-sloping walls, a famous old image of the Virgin, and some paintings and altars.

The church of the Gesù, on Bleury Street, is a favorite resort of visitors on account of the beauty of its frescoes, and the exquisite music of its choral services.

Christ Church Cathedral (Anglican), situated on the north side of St. Catherine Street, between University Street and Union Avenue, is the Episcopal parish church of Montreal. It is, architecturally, the finest church

edifice in the city, and is an excellent specimen of the decorated Gothic style. It was built in 1859, under the régime of Bishop Fulford, a marble bust of whom stands in the left transept, and to whose memory there is erected in the church-yard a fine monument similar to the Martyrs' Memorial in Oxford. The cathedral is built of grey limestone, faced with yellow Caen sandstone, and decorated with carved mediæval gargoyles, corbels, pinnacles and other ornaments. The spire, built entirely of stone, the only one of the kind in Canada, is 211 feet high.

St. George's Church is one of the important city churches. It is situated immediately opposite the head offices of the Canadian Pacific Railway Company on Dominion Square. The services of the Church of England are rendered here by a male choir. The organ, a memorial gift from a member of the congregation, is a magnificent instrument.

The church of St. James the Apostle, situated on St. Catherine Street, at the corner of Bishop Street, is one of the chief Episcopal churches of the city. Great attention is devoted to the choir and music of this church.

St. Gabriel, the first Protestant church in the city, was built by the Scotch Presbyterians in 1792. The building is a plain, substantial edifice, with a seating capacity of 750. Its bell was the first in Canada to summon Protestants to worship. Before securing their own building, the congregation had the use of the Récollet Church. The old building may still be seen at the east end of St. James Street, where it is now used as a Government store.

The Presbyterians have about twenty churches in Montreal, some of them handsome architectural structures built by wealthy congregations; notably, St. Paul's, Knox, Crescent Street, and the American Presbyterian Church, all on Dorchester street; St. Andrew's, on Beaver Hall Hill; and Erskine Church, on Sherbrooke Street.

St. James Methodist Church, on St. Catherine Street, is one of the largest Protestant churches in the city.

The various Protestant denominations are well represented in Montreal, and strangers will always find a hearty welcome in any of the city churches.

The Seats of Learning. McGill University grounds lie at the foot of the slope of Mount Royal. From the gate on Sherbrooke Street, a broad avenue, lined on each side by a double row of fine trees, divides the campus. On the left are the cricket and football grounds, the cinder-path, the Library and the Museums. On the right stands the new Physics Building, the Chemistry and Mining Building, and the Engineering Building and workshops. At the head of the avenue are the old buildings—the home of the Faculty of Arts, the Molson Hall, the Biological



Christ Church Cathedral (Anglican).

Laboratories, the lecture-rooms of the Faculty, and the offices of the administration; while to the rear on the right are the buildings of the Medical School.

Close to the grounds are situated the Royal Victoria College (for the Donalda Department), the building of the Faculty of Comparative Medicine and Veterinary Science, the Gymnasium, and the four affiliated theological colleges—Diocesan, Presbyterian, Wesleyan and Congregational.

The Royal Institution for the Advancement of Learning in Lower Canada—incorporated by royal charter in 1821—received, by the will of the Honorable James McGill, his estate of Burnside, with £10,000—in trust—to found and endow a college which should bear his name.

McGill has no State endowment, but is supported by the liberality of the citizens of Montreal. From the steps of the old McGill home can be seen, successively, the buildings associated with the names of the merchant-princes of the city—Molson, Redpath, McDonald, and Strathcona. The modern buildings are magnificent in their architecture and unrivalled in their equipment. The princely munificence of Sir William McDonald has erected and endowed the Physics Building and the Chemistry Laboratories. It is said by experts that these are unsurpassed, not only on this continent, but in the world. In 1886, Lord Strathcona and Mount Royal, Chancellor of the University, endowed the Royal Victoria College for the instruction of women in the Arts course. In addition to the endowment of one million dollars, he built the college at a cost of three hundred thousand dollars. The Faculty of Medicine was founded in 1822 as the Montreal Medical Institution, and recognized as a Faculty of McGill in 1829.

Laval University is situated on St. Denis Street, one of the chief thoroughfares of the eastern part of the city. It is a handsome building in modern Renaissance style, with a frontage of one hundred and ninety feet. Laval University was founded in 1852 at Quebec, by the Seminary of that city, who gave it the name of the founder, François de Montmorency-Laval. In 1854 the directors of the institution obtained from the British Government a royal charter, conferring all the rights and privileges of a university, so that instruction in arts and other faculties might be carried on.

In 1878, upon request of the Archbishop of Montreal, the authorities at Rome decided to establish a branch of the university at Montreal.

The Technical School was founded in 1874, and annexed to Laval in 1887. It is endowed by the Government of Quebec, and corresponds to the faculty of Applied Science in other universities. This school is now carried on in a building on St. Catherine Street. A more commodious and better-equipped establishment will shortly be constructed on St. James Square.

The School of Comparative Medicine and Veterinary Science has existed since 1886, and it is under the control

of the Minister of Agriculture of the Province, from which it receives an endowment.

The corporation of Laval consists of the Archbishop of Montreal, as president, the other bishops of the ecclesiastical province, delegates from affiliated colleges and seminaries, and representatives of the faculties and graduates. The vice-rector of Laval (Quebec) is the principal of the institution here.

The College of Montreal, or *Petit Séminaire*, is the junior branch of the Seminary of St. Sulpice, and is situated on Sherbrooke Street, to the west of Guy Street. The buildings are very extensive, and accommodate about four hundred and fifty pupils.

Behind the college, farther up the hill, stands the old country house of the Seminary; and still farther up is the handsome structure built as the headquarters of the order. The village of the Indian converts stood in a walled enclosure to the east. The two towers which remain standing, in an excellent state of preservation, formed originally a portion of the wall. One of the old towers was used, in early times, as a chapel for the Indian mission and the other as a school. A tablet on the chapel tower bears this inscription: "Here rest the mortal remains of François Thoronhiongo, Huron; baptized by the reverend Père de Brébeuf. He was, by his piety and by his probity, the example of the Christians and the admiration of the unbelievers; he died, aged about 100 years, the 21st April 1690." This Père de Brébeuf, along with Père Lalement, was tortured to death by the Iroquois with every cruelty devisable.

The school held in the other tower had at one time a very famous native teacher. She was called "the Schoolmistress of the Mountain," and a memorial is erected to her memory: "Here rest the mortal remains of Marie-Thérèse Gannansagouas, of the Congregation of Notre-Dame. After having held for 13 years the office of schoolmistress at the mountain, she died in reputation of great virtue, aged 28 years, the 25th November, 1695."

Above the door of the western wing is the legend, "*Hic Evangelibantur Indi*"—"Here the Indians were evangelized." Two tablets are seen on the wall on Sher-

brooke Street: the one to the west stating that the Indian mission was founded in 1677, and recording some facts about the towers; the other to the east marking the position of General Amherst's army at the time of the surrender of the town to Britain.

There are many large public institutions in Montreal, offering interest to strangers visiting the city. The hospitals bear witness to the benevolence of the citizens; and the equipment and character of these institutions



Entrance to Laval University.

show that Canada is in the front rank of surgical and medical science. Most notable among them is the Montreal General Hospital, established 1818, situated towards the eastern end of Dorchester Street.

Hospitals and Asylums. The Royal Victoria Hospital was founded in the year 1887, in commemoration of the jubilee of Her Majesty the late Queen Victoria. The founders, Lord Mount Stephen and Lord Strathcona, each contributed one million dollars for its erection, equipment and endowment. It was opened on the 2nd January, 1894. Beautifully situated on the side of the mountain, its healthy position greatly assists the work of the doctors and nurses. The grounds, tastefully laid out, contain twenty-four acres.

The Hôtel-Dieu St.-Joseph-de-Ville-Marie is the oldest and largest of the Roman Catholic hospitals in the city.

It is situated on Pine Avenue, on land given by Benoit and Gabriel Basset. The original building, however, stood on St. Paul Street, near Place Royale. It was founded in 1644, by M^{lle} Mance, whose name is inseparable from the early history of the city.

The following tablet: "Hôtel-Dieu de Ville-Marie, founded in 1644 by Jeanne Mance. Transferred in 1861 to this land given by Benoit and Gabriel Basset. Removal of the remains of Jeanne Mance and 178 nuns, 1861," records the occupation of the present site. Jeanne Mance forms the subject of one of the groups at the base of the statue on Place d'Armes. She is represented as tying up a child's cut finger.

There are now 230 beds in the public wards of the hospital and 28 private rooms. The institution takes care of orphans as well.

The order of nuns of the Hôtel-Dieu is known as "the Black Nuns." Those who take the full vows never leave the premises.

The Notre-Dame Hospital, situated on Notre-Dame Street, close to the Canadian Pacific Railway Station at Place Viger, and established in 1880, is a smaller institution than the others already referred to. It is managed by Roman Catholics, but its doors are open to all.

The Grey Nunnery, so called from the dress of its community, is situated on Dorchester Street, to the west of Guy Street. It originally stood near the foot of McGill Street, where the remains of its building may still be seen. It was founded in 1692, when Louis XIV. of France had granted, by letters-patent, to the bishop of Quebec, the governor and their successors, power to establish general hospitals and other similar institutions for the relief of the sick and aged poor in different parts of the country. In 1765, a fire destroyed the greater part of the buildings, and over the gateway of the new building was placed the inscription: "Hôpital général des Sœurs Grises. Fondé en 1775. Mon père et ma mère m'ont abandonné, mais le Seigneur m'a recueilli. Ps. 26." Some years after the fire, Madame d'Youville purchased, with her own private means, the island of Chateauguay, and later on the whole seigniorship of Chateauguay, for the benefit of the institution.



Towers in the Grounds of Montreal College, Sherbrooke Street, probably the Oldest Structures in Montreal, dating back some 250 years.

In 1870, the present vast structure was built. In this new building there are 320 rooms. The religious devotees number over one hundred sisters and one hundred novices. A large number of inmates, sick, maimed, infirm, aged, insane and orphans, find an asylum here.

In a corner of the grounds is a red cross which marks a murderer's grave. For the killing of an old man and his wife, for their money, this murderer, Belisle by name, was arrested, tried, convicted and condemned "to torture, ordinary and extraordinary, and then to have his arms, legs, thighs and ribs broken, alive, on a scaffold to be erected in the market-place of this city, then put on a rack, his face towards the sky, to be left to die." The sentence was carried out, and the mutilated body buried in Guy Street, near where the red cross stands.

**Montreal's
Pleasure-grounds.**

Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks: Mount Royal, St. Helen's Island and Parc Lafontaine.

Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with

beautiful trees, under whose grateful foliage thousands find a cool and quiet spot. In its quiet nooks and beside its pleasant drives, the wild-flower mingles with the fern, and all nature seems to extend a welcome to the visitor. From the summit may be had a most enchanting panoramic view of the valleys of the St. Lawrence and Ottawa rivers, and of the island itself. Carriage-ways and footpaths lead to all the points of vantage. The mountain elevator from Park Avenue gives an easy means of ascent, while footpaths lead up its sloping sides. Unquestionably, the finest view is obtained from the "Look-out." Far below stretches the city, down to the river and out for miles on either hand. Up the river, a glimpse is had of the famous Lachine rapids, while on the farther side stretches a fine fertile plain, from which rise the singular peaks of Montarville, St. Bruno, Belœil, Rougemont, Yamaska and Mount Johnson. On the southern horizon are seen the Adirondack and Green mountains.

Mount Royal, along with the six peaks just named, is of volcanic origin. The crater of Mount Royal is on the top of the hill, and there is a prophecy that one day it will become active and bury Montreal in its ashes. From the Observatory can be seen, to the north, the Lake of the Two Mountains, with the various branches of the Ottawa by which it pours its waters into the St. Lawrence, and beyond that the Laurentian mountains, the oldest hills known to geology.

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

On the opposite side of the mountain from the city are the cemeteries. These lie in delightful hollows, and are most tastefully laid out. The carriage-drive to the entrance of the Protestant cemetery winds round the base from the top of Park Avenue. The entrance gateway is a Gothic structure. Between the roads leading up the hill are several lovely lawns, filled with flower-beds, glowing with colour. Near the gate is the Hebrew cemetery, curiously attractive from its Chaldaic letters and antique shapes.



Entrance to the Seminary of St. Sulpice.
St. Patrick's Church. Chapel of the Grey Nuns.
Hôtel-Dieu.

Alongside of the Protestant cemetery to the south, on another face of the mountain-slope, lies the Roman Catholic cemetery. It can be reached from the top of the mountain, but the chief entrance is on the Côte-des-Neiges Road, which is a continuation of Guy Street over the mountain. Here stands the Patriots' Monument to commemorate those who fell in the rebellion of 1837. Here is also the monument to Frs. Guibord, whose remains were for a long time refused burial in consecrated ground on account of his being a member of the Institut Canadien.

The park on the island of St. Helen, containing 123 acres, was granted by the Government to the city in 1874. Refreshment rooms have been provided, and there are merry-go-rounds and other amusements for the young. In its groves and shaded walks, pleasant shelter is afforded in the hot days of summer, while an open swimming-bath at the lower end of the island gives opportunity for a pleasant plunge in the cool waters of the St. Lawrence. The island is about a mile from the city, and is reached in summer by a steam-ferry. It was named by Champlain after his wife, Hélène Bouilli, and bought by him with her dowry. Under the early British *régime* the island was made a garrison. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden block-house situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Lévis, commanding the last French army in Canada, burned his flags (September 8, 1760), rather than surrender them to General Amherst, who took the city.

Lafontaine Park, containing 84½ acres, lies at the east end of Sherbrooke Street. The western half is tastefully laid out in terraces; the eastern end is used for baseball and other games.

Of the public squares reserved as refreshing resting places in the midst of the city, Dominion Square is the largest and most beautiful. It is divided into two parts by Dorchester Street, and is very tastefully laid out with shade-trees and flower-beds. To the east is the building of the Young Men's Christian Association, constructed of brick, with facings of grey stone, in the style of Queen



Church of St. James the Apostle (Anglican).
St. James Methodist Church. St. Paul's Church (Presbyterian).
St. George's Church (Anglican).

Anne. The interior is handsomely fitted up and thoroughly equipped. Opposite is the Windsor Hotel. On the southern part of the square is the statue of the late Sir John Macdonald, and two cannons taken from the



Lafontaine Park.

Russians in the Crimean war. To the east stands St. James Cathedral, and to the west are St. George's Episcopal and the Dominion Methodist churches. At the south-west corner is seen the new Canadian Pacific Railway station and general offices.

Phillips Square lies a short distance eastward on St. Catherine Street. The Art Gallery, on the east side, will well repay a visit.

At No. 4 Phillips Square, the Women's Art Association have a permanent exhibit of typical home arts and handicrafts. These include specimens of rare Indian work (notably a fine collection of mocassins of the various Indian tribes), and also real "homespuns" from the looms of the "habitants."

Southwards, at the foot of Beaver Hall Hill, is Victoria Square. On the way down are passed, on the right, St. Andrew's Presbyterian and, on the left, the Unitarian Church, on which is the tablet: "Here stood Beaver Hall, built 1800, burnt 1848, mansion of Joseph Frobisher, one of the founders of the North-west Company, which made Montreal for years the fur-trading centre of America."

Victoria Square is divided by Craig Street. The north portion is level and laid out in flower-beds and grass-plots intersected by paths, with a fountain in the centre. The southern portion slopes upward on the Notre-Dame ridge, and is similarly arranged. At the upper end stands the beautiful bronze statue of Queen Victoria, from which the square is named.

The Queen's Hotel, Fuchs & Raymond, proprietors, is situated at the corner of St. James and Windsor Streets, near the principal buildings and pleasure resorts. The hotel is handsomely furnished throughout, and is in every way first-class and up-to-date. The proprietors are now adding largely to the accommodation, erecting an addition facing the Windsor Street side. The hotel is fire-proof throughout.

A Bit of
Old Montreal. Eastward along St. James Street is the Place d'Armes. In the centre stands the bronze statue of de Maisonneuve, above a granite pedestal on which is inscribed: "Paul de Chomedey de Maisonneuve, founder of Montreal, 1642." There are four bas-reliefs on the pedestal, representing (1) the founding of Ville-Marie; (2) Maisonneuve killing the Indian chief; (3) the death of Lambert Closse; and (4) the death of Dollard. Four full-sized figures stand at the corners: an Indian, a soldier, a colonist with his dog, and Jeanne Mance tying up a child's wounded hand. The statue, by Hébert, a Canadian, is one of the finest pieces of sculpture on the



The Queen's Hotel.

continent. Notre-Dame Church and the Seminary of St. Sulpice stands on the south side, while on the opposite side of the square is the Imperial Insurance building, on the wall of which are two tablets: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedey de Maisonneuve killing the chief with his own hand, 30th March, 1644." "This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the Island of Montreal." To the west is the Bank of Montreal, the oldest bank in Canada, organized in 1817. It is a fine specimen of Corinthian architecture. On the wall is the tablet: "The stone fortifications of Ville-Marie extended from Dalhousie Square through this site to McGill Street, thence south to Commissioners Street, and along the latter to the before-mentioned square. Begun 1721 by Chaussegros de Léry, demolished 1817." To the west of the bank is the massive building of the General Post-office. In this square the French laid down their arms to the British under General Amherst, in 1760. On a house at the south-east corner of the square is another tablet: "Here lived, in 1675, Daniel de Grésolon, Sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

Further east is the Champ-de-Mars. It is situated on the slope from Craig Street up to Notre-Dame Street, at the east end of St. James Street. Here the British regiments stationed in the city paraded, and it is still used as a parade-ground by our volunteers. On Craig Street, opposite, is the Drill-hall, capable of holding fifteen thousand people. At the top of the ridge are the massive buildings of the Court-house, the City Hall, and the Provincial Government House, which was formerly the residence of the Honorable Peter McGill, who was, in 1840, the first British mayor of Montreal. In the Court House are held the principal courts for the district of Montreal. There was the old Jesuit monastery, which was successively used as military quarters, gaol and court house. The present building was erected in 1856. Two tablets here are interesting: "The Père Charlevoix,



Royal Victoria Hospital.
Western General Hospital. Notre Dame Hospital.
Grey Nuns' Asylum.
Montreal General Hospital.

historian of La Nouvelle France, 1725." "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692, occupied as military headquarters 1800, burnt 1803. Charlevoix and Lafitu, among others, sojourned here. On the square in front, four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696."



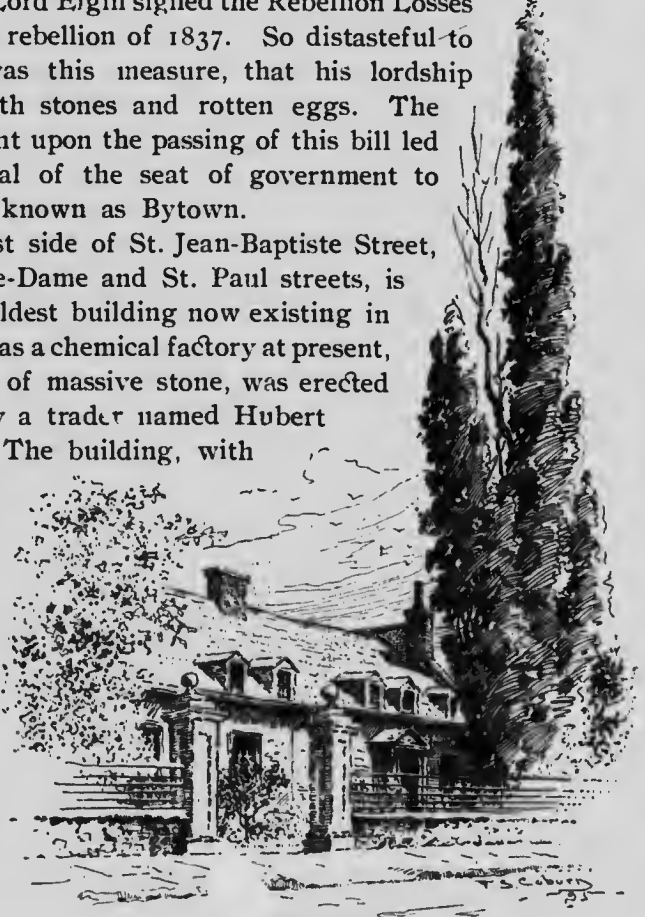
Young Men's Christian Association Building.

Here stood also the town pillory. The City Hall is a large and handsome building, with a striking tower and heavy corner turrets, and cost in the neighborhood of \$525,000. On the wall is the tablet: "To Jacques Cartier, celebrated navigator of St. Malo. Discovered Canada and named the St. Lawrence, 1534-1535."

In front, on the river slope of the ridge is Jacques Cartier Square, at the upper end of which stands Nelson's monument. This tall column, surmounted by a statue of Lord Nelson, was erected by public subscription in 1809. The square is used as an open market. The district round the square is the oldest in the city, few of the houses being less than a hundred years old, and many of them in the old French style. In a house to the east lived the Honorable James McGill; on it is a tablet: "The residence of the Honorable James McGill, founder of McGill University, 1744-183."

Adjoining this is the famous Château de Ramezay. It is now a museum, containing many interesting relics. Two tablets on its walls set forth its history: "Château de Ramezay. Built about 1705 by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of the British governors after the cession. Headquarters of the American army, 1775; of the Special Council, 1837." "In 1775 this château was the headquarters of the American Brigadier-General Wooster, and here in 1776, under General Benedict Arnold, the commissioners of Congress, Benjamin Franklin, Samuel Chase and Charles Carroll of Carrolton, held council." Here Franklin set up his printing-press and printed "The Gazette," which still continues as a Montreal daily paper. In the council-room Lord Elgin signed the Rebellion Losses Bill, after the rebellion of 1837. So distasteful to the people was this measure, that his lordship was pelted with stones and rotten eggs. The riots consequent upon the passing of this bill led to the removal of the seat of government to Ottawa, then known as Bytown.

On the east side of St. Jean-Baptiste Street, between Notre-Dame and St. Paul streets, is possibly the oldest building now existing in the city. Used as a chemical factory at present, the structure, of massive stone, was erected about 1680 by a trader named Hubert dit Lacroix. The building, with its handsome arches, carved wood mantel-pieces, quaint stairway and elaborate fire-place in the basement, remains as originally constructed over two hundred years ago.



Chateau de Ramezay.

Place Viger is situated on Craig Street, some distance to the east of the Champ-de-Mars. It was named after Commander Viger, the first mayor of the city. It is very beautiful in summer, with its fine trees and lovely flower-beds. The chief French residential quarter lies to the north, up St. Denis and the neighboring streets. Opposite the square, on Craig Street, stands the Canadian Pacific Station and magnificent Place Viger Hotel. This is a handsome building of red sandstone, and, like the Frontenac at Quebec and other hotels of the Canadian Pacific Railway, affords first-class accommodation to the tourist.

The ancient fortifications of the city, of which relics here and there are still to be seen—notably at the Champ-de-Mars—extended from Dalhousie Square on the east to McGill Street on the west. On the north, a bastioned stone wall ran along what is now Fortification Lane, while the water-front was also fortified. There were a half-dozen gates, great and small, leading from the city. At the corner of Notre-Dame and McGill streets is the following tablet: "Récollets Gate. By this gate Amherst took possession, 8th September, 1760. General Hull, U. S. Army, 25 officers, 350 men, entered prisoners of war, 20th September, 1812."

St. Louis Square, situated to the west of St. Denis Street, above Sherbrooke Street, is one of the most delightful in the city. In the centre is a large pond, which formed part of the city's old reservoir. Around are handsomely-built houses of cut-stone. To the east is the Aberdeen School, one of the largest and best-equipped of the schools of the Protestant School Commissioners.

These squares, reserved in the various districts of the city, have a total area of $47\frac{1}{4}$ acres; and, along with the public parks, have an estimated value of \$7,238,500.

The water supply of the city is good. Powerful engines raise the water of the river to two reservoirs on the side of the mountain.

The city is as regularly laid out in streets as the configuration of the land would permit. The streets cross one another at right angles. There are in all 182 miles of streets in the city. Of these 45 miles are covered by the electric car lines of the Montreal Street

Railway Company, who give an admirable service and make communication with any part of the city easy and speedy.

The Boursecours Market, situated on the water-front, near Jacques Cartier Square, is one of the city's sights



Drive in the Mountain Park, near the Reservoir.

on a market day, presenting as it does the unique scenes of French provincial life. Thither flock, on Tuesdays and Fridays, the country habitants with their little carts and homespun clothing. Amid the jabor of Norman *patois*, and a preposterous haggling worthy of Italy, over the *trente sous*, the *neuf francs*, or the *un cen*, one catches glimpses, through the jostling crowds, of piles of wooden shoes, of brilliant stripes of native rag-carpet, of home-made chairs, or olive-wood rosaries and metal charms, exposed for sale; and at Easter-tide the display of enormous oxen, decorated with paper roses, green, yellow and red, delight the hearts of the children and peasants. The lover of human nature will find ample opportunity for the study of character in an early morning walk through the motley throng.

The building is a massive one, and is surmounted by a dome. The upper part was formerly the city hall. Here was the site of the palace of the French Intendants, and many houses of the French period are still to be found in this neighbourhood.

There are thirty-four chartered banks in Canada, with an authorized capital of \$86,332,566, and a paid-up capi-

tal of \$73,591,509. Montreal being the great commercial centre of the Dominion, has the head-offices of a number of the banks and branches of all the most important of these financial institutions.

Fish and Game. While hundreds of sportsmen from the United States and Great Britain each year visit Canada's magnificent forests, lakes, rivers and streams, and who can tell even as well as the native himself the advantages of this or that section as regards the deer, the moose, the trout, the ouananiche, or the small-mouth bass, there are still thousands devoted to the reel and rifle who are utterly ignorant of what the territory north of the 45th parallel has to offer.

It is to this latter class of sportsmen, particularly, that these pages are addressed ; for minute particulars of any one of the dozens of sections would each take an article of more length than is allowable in dealing here with the entire question. It is presumed that the reader is an unattached sportsman, that he is not a member of one of



Royal St. Lawrence
Yacht Club,
Dorval.

the many fish-and-game clubs, but would, perhaps, prefer to work out his own salvation, as it were, with the aid of a few suggestions and his own instinctive love of sport.

First of all, fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent ; particularly if it is gone about in the

right manner. If the luxury of a guide is demanded, the pay runs from \$1 to \$3 per day, according to locality, but never more. Throughout the Province of Quebec, Jean-Baptiste and his good wife keep the hostelry, and a dollar a day or thereabouts is the maximum charge. The little hotel over which he presides is ordinarily comfortable, but never fashionable, and nine o'clock at night finds the household, including the tired fisherman, sound asleep.

From Montreal a start may be made in any one of the several directions. For trout, speckled and grey, the Laurentians open up to the sportsman a delightful territory, being on the lines of the Canadian Pacific Railway, within a day's ride of the city. For trout and for the small-mouth black bass, often called the prince of American game-fish, that vast field for the angler known as the "Highlands of Ontario" is readily accessible by the Grand Trunk Railway. If ouananiche, spoken of as the land-locked salmon, are the quest, then the journey continues on from Montreal to the Lake St. John country, reached by the Richelieu and Ontario steamers, the Lake St. John Railway, and, as far as Quebec, by the Intercolonial and the Canadian Pacific railways.

Still another sportsman's territory is opened up to the lover of the rod and gun by the Intercolonial Railway; for upon this line we have the lovely McEwen valley, with all its famous rivers and streams filled with trout and salmon; the same territory, in the autumn, furnishing fine sport for the hunter, with its caribou, moose and deer.

Within a ride of an hour or two of Montreal, black bass, doré and maskinongé fishing can be obtained which would warm the heart of the average angler. These spots are to be found on the St. Lawrence, in the neighborhood of the Lachine, the Long Sault, the Cascades and the Cedar rapids, on the Richelieu river, on the Ottawa, and on the various lakes in that section of the Province to the south of Montreal. In this latter district might be mentioned Brome lake, near Knowlton, famous for its large black bass; Lake Memphremagog, partly in the Province of Quebec and partly in Vermont, where large grey trout and pickerel abound; and Lake



City Hall.
Nelson Column.
Court-House.

Megantic with its tributaries, some five hours from Montreal. The waters in this latter section are well filled with speckled trout. Again, there are various points on



Windsor St. Station, Canadian Pacific Railway.

the Ottawa river where bass and mas-kinongé fishing is unexcelled, the latter running up to sixty pounds in weight. To the north of Montreal, in what is known as the Ste. Agathe region, are literally hundreds of lakes which abound with speckled trout, and which can be fished with success throughout the summer months. An advantage here, also, is the fact that practically any point in the district may be reached in a day's journey. In the autumn, red deer, partridge and duck also abound in this section, and here are to be seen vast stretches of country in which the settler is unknown and where the woodman's axe has yet to ring.

On the Montfort division of the Great Northern Railway, running from Montfort Junction to the Rouge river, are a number of fine lakes. These are accessible and well filled with game-fish. Among them might be named Hughes' Lake, Long Lake, Lake Notre-Dame and Lake St. Victoire, and, further north, Sixteen-island Lake, which is one of the finest bodies of water in the Laurentian region.

The "Highlands of Ontario," already referred to, are reached by the northern division of the Grand



Grand Trunk Railway Station.

Trunk Railway, running from Toronto to North Bay. This lake country presents unrivalled facilities for hunting, fishing and camping. Another district, east, known as the Haliburton region, but included in the high altitude of the Highlands, is the haunt of some of the largest speckled trout on the continent, running as high as eight pounds each.

A great advantage in fishing and hunting in Canada, and one which will be readily appreciated by all true sportsmen, is the fact that he has plenty of elbow-room. The domain occupied by the fish and game covers so



The New Offices of the Grand Trunk Railway.

many hundreds of thousands of acres, that he need not feel that his pet pool or favourite lake will be infested by a crowd of eager, and perhaps noisy, sportsmen. Then, again, the quantity and quality of the sport is in accord with the wide domain. In the cold waters of these northern lakes and rivers, not only do the fish thrive, but grow larger and gamier than in any other section of the continent. Mr. E. D. T. Chambers, the well-known writer on fishing in Canadian waters, has described the ouananiche as an "India-rubber idiot on a spree." This might be applied nearly as well to the other game-fish of these northern waters; and all we can say is, "Come and see for yourself."

Any information required as to these resorts can be obtained by addressing the office of the Montreal Business Men's League.

WHEN YOU MAY FISH AND HUNT

PROVINCE OF QUEBEC

Caribou.—From the 1st of September to the 1st of February.

Deer and moose.—From the 1st of September to 1st January.

Deer and moose, counties of Ottawa and Pontiac.—From 1st October to 1st December.

It is forbidden to hunt, kill, or take, at any time, the young of caribou, deer, or moose, of one year of age or less. Also to hunt, kill or take at any time any cow moose or doe.

Beaver.—At any time after the 1st day of November, 1903.

Mink, otter, marten, pekan, fox, and lynx.—From the 1st of November to 1st of April.

Hare.—From 1st November to 1st of February.

Bear.—From 20th August to 1st of July.

Muskrat.—From 1st April to 1st May.

Woodcock, snipe, plover, curlew, tatter or sand-piper.—From 1st of September to 1st of February.

Birch or spruce partridge.—From 1st of September to 15th December.

Widgeon, teal, wild duck of any kind.—From 1st of September to 1st of April.

Sheldrake, loons, gulls, eagles, falcons, hawks and other birds of the falconidæ are not protected.

It is forbidden to take nests or eggs of wild birds at any time of the year.

Line-fishing, and rod-and-line fishing, are alone permitted in navigable waters, and the rod-and-line fishing only is permitted in the non-navigable waters of the Province of Quebec.

Any person not having his domicile in the Province, who desires to fish therein, must, before beginning to fish, procure a special license to that effect from the Commissioner, or from any other person authorized for that purpose.

Fees for license for non-residents are as follows :

For one day or more, per day	\$ 1.00
For one month	10.00
For two months	15.00
For three months	20.00

Bona fide active members of the clubs duly incorporated under the laws of the Province, or licensees of the fishing territory, have no license to pay to fish in their territory.

The fishing rights do not give non-residents the privilege to hunt.

OPEN SEASON FOR FISH

Bass.—From 16th June to 15th of April.

Maskinongé.—From 2nd of July to 25th May.

Pickereel (Doré).—From 16th of May to 15th of April.

Salmon.—From 2nd of February to 15th of August.

Speckled Trout.—From 1st of May to 1st of October.

Grey Trout, lake trout or lunge.—From 2nd of December to 15th of October.

White Fish.—From 2nd of September to 10th of November.

Ouananiche.—From 2nd of December to 15th of September.



Club St. Denis.

St. James's Club.
Mount Royal Club.

The St. Lawrence
Below Montreal. Boucherville, situated on the south shore of the St. Lawrence a few miles below Montreal, was, in the old French *régime*, known as Fort St. Louis. Here, on May 20, 1668, Father Marquette, the discoverer of the Mississippi, baptized a baby Indian girl, and that baptism appears at the head of the first register of the parish. The original, in the hand of the famous Jesuit, is still to be seen in the parish church.

The Lower St. Lawrence, specially attractive to those seeking pleasant summer quarters and to the lovers of the rod and gun, is reached by the Intercolonial Railway, running down the south side of the river. On the way are passed St. Hyacinthe, a summer resort, and Drummondville, in whose neighborhood good trout fishing may be had. Thence the line runs through twenty-eight miles of forest abounding in deer and caribou. At Lévis the river is reached, whence are seen the heights at Sillery, the Plains of Abraham, and Quebec itself. The city is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new; for, despite its commercial progress, the past and present seem inseparably interwoven. Quebec of to-day reminds one at every turn of the centuries dead and gone.

For hundreds of miles below the country is purely French-Canadian. The farms are long and narrow, with quaint cottages and low barns. Beyond this is the district of summer resorts, each with its own peculiar feature to commend it to the pleasure-seeker.

Rivière-du-Loup, besides being a favourite watering-place, is a centre from which various points on the river or in the forests can be easily reached. A railway runs inland here to Temisconata Lake, where good fishing for tuladi and trout can be had. Steamers ply from Rivière-du-Loup to the watering-places on the north side of the St. Lawrence—Murray Bay, Tadousac, and the Saguenay river. One of the most remarkable of nature's works on the continent is this Saguenay river. As Bayard Taylor says, "It is a natural chasm, like that of the Jordan Valley and the Dead Sea, cleft for sixty miles through the heart of a mountain wilderness." Those who have been so fortunate as to go up the Saguenay on

a fine moonlight night well carry away impressions, grand and solemn, which succeeding years will do little to efface. Cape Trinity and Cape Eternity do, indeed, stand like giants that sentinel an enchanted land.

Cacouna is one of the most popular places on the river, and affords very fair hotel accommodation. Bic is, perhaps, the prettiest spot on the south shore, and has often been called the Switzerland of Canada. Rimouski

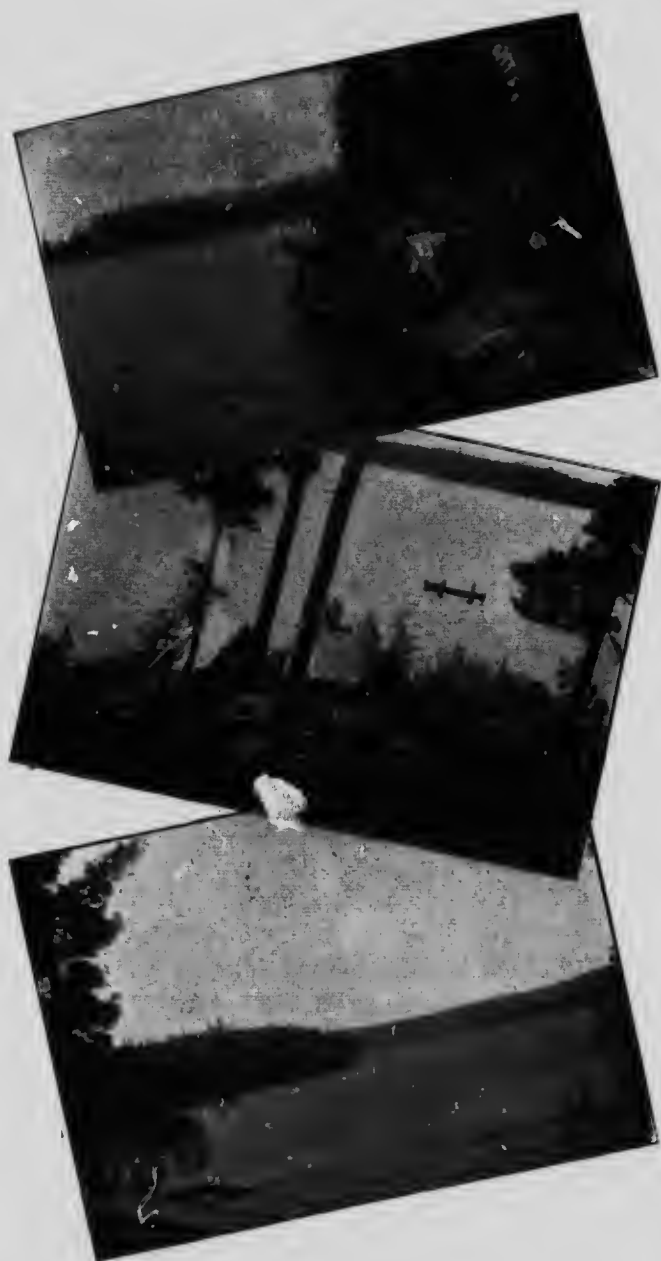


The Basilica. Monument to Champlain on Dufferin Terrace.
The Chateau Frontenac. View from Dufferin Terrace.

Quebec.

and Little Metis are farther down the river, and about this point the railway strikes inland to the beautiful valley of the Metapedia, so justly famous for its salmon rivers. Below this lies the home of the moose, the deer and the caribou. Here also are the rivers Restigouche, Mipisquit and Miramichi, abounding in salmon and trout. At Moncton is to be seen the wonderful tidal-bore on the Pettitcodiac river. Here a branch of the railway runs to St. John, and another branch to Pointe-du-Chêne, whence Prince Edward Island can be reached by boat. This beautiful island can also be reached by rail to Pictou and thence by boat to Charlottetown, the capital. The main line of railway ends at Halifax, well known as one of the military and naval depôts of the British Empire. From Truro, on this line, a branch runs to Cape Breton Island, and through the island to Sydney. This island has lately risen into importance through its rich coal-fields. Here are also many charming summer resorts, such as Baddeck, on the Bras d'Or lakes.

The Canadian Pacific Railway, with ten thousand miles of track spanning the continent and forming a network of rails over nearly every Province of the Dominion, places in close touch with one another all the great commercial centres, and brings many delightful summer resorts within easy reach, whether they be at the seaside, in the mountains, on the prairies, in the forests, or along the incomparable waterways of the country. It leads to the haunts of game, and to the lakes and streams where modern Izaak Waltons find their favourite pastime. Eastward from Montreal, the "Short Line" runs through the well-cultivated farms of southern Quebec to the game lands and fishing waters of Maine and New Brunswick, and to the favourite resorts on the Atlantic coast. Another branch runs along the north shore of the St. Lawrence to the picturesque region of the St. Maurice river, and thence to that most interesting of all the cities on the continent—Quebec. Northerly, its lines extend through the Laurentian Mountains—a land of lake, stream and forest, most tempting to the sportsman. Westerly, they reach past the waters of Sharbot and Rideau and the lakes near Peterborough to Toronto, and thence to Windsor, on the Detroit river, where it connects with the



Scenes on the line of the Canada Atlantic Railway.

American system. From Toronto lines run south to Hamilton, Niagara Falls and Buffalo, and north-westerly to Owen Sound, on the Georgian Bay, whence the company's magnificent steamers sail through the great lakes to the sylvan retreats of the Soo and Fort William, at the western extremity of Lake Superior. Two lines, one on each side of the Ottawa river, connect Montreal and Ottawa. Uniting at the capital, the route is continued up the Ottawa valley, passing the hunting region of the Temiskaming and Kippewa, skirting the rugged north shore of Lake Superior, traversing the wilds of wood, rock and rivulet, where lies the beautiful Lake-of-the-Woods, with its thousand islands, and reaches Winnipeg, the gateway to the fertile prairies of the West. Thence across these prairies to the wonderful Rocky Mountains, and over these to the Pacific Ocean, in British Columbia.

Among the Rocky Mountains are delightful summer resorts. Banff, in the Canadian National Park, with its magnificent surroundings; the Lakes-in-the-Clouds, lovely water-stretches perched at high altitudes; Field, the portal to the Yoho valley, a rare region of mighty waterfalls, deep chasms and vast ice-fields; the Great Glacier of the Selkirks, like a frozen Niagara; Revelstoke, on the Columbia river, between the Selkirk and Gold ranges; Sicamous, on the fish-filled Shuswap lakes, which the keen sportsman leaves with regret, and North Bend, near the furious reaches of the wild Fraser River, are all most delightful resorts for health and pleasure.

Vancouver and Victoria are examples of the new and prosperous cities which young Canada, energetic and industrious, is building up in the fruitful West.

Thus the fairest and most picturesque regions of our fair land, where summer idling days can be enjoyably spent in restfulness, in recuperation or in recreation, are brought within easy reach of all by this great Canadian railway.

Montreal is the headquarters of one of the oldest railroads, not only of America, but of the world. Railroading was in its infancy when, in 1851 the Grand Trunk Railway Company obtained its charter, and it was only two years later that the line from Montreal to Portland, Me., a distance of two hundred and ninety-

seven miles, was opened—a remarkable record for those early days. This vigorous and progressive beginning was kept up, and the main line to Toronto was opened in 1856, and continued to Sarnia in 1858. The next great step was the purchase of the Chicago and Port Huron line, which opened communication from the great city on the lake to Montreal, and thence to the Atlantic Ocean, at Portland. Further details of the progress of this huge corporation, interesting as they are, must be left, and it will be sufficient to say that the Grand Trunk



Henry Morgan & Co., Colonial House,
St. Catherine Street, facing Phillip Square.

System to-day has a mileage of four thousand one hundred and seventy-nine miles ; that it covers with its iron network the States of Illinois and Michigan ; that it touches every town of importance in the Provinces of Ontario and Quebec, and that the original section through Vermont, New Hampshire and Maine carries a yearly increasing number of pleasure-seekers to the seaside resorts of the Atlantic coast. It receives inland water freight on lakes Huron, Michigan, Erie and Ontario ; it taps both inland ocean navigation at Montreal, and it meets the great ocean liners at Quebec, Montreal and Portland.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attraction to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charm of tree-clad hills, the grandeur of snow-capped mountains, and the awe-inspiring Niagara Falls, are all found along this line.

A trip to Montreal from the West carries the traveller past four of the world's great triumphs of engineering skill. The St. Clair tunnel is really an iron tube nineteen feet in diameter and nearly two miles long, through which the trains pass under the St. Clair river. The International bridge crossing the Niagara river at Buffalo is a vast and important piece of work. The single-arch double-track steel bridge at Niagara Falls replaces the old suspension bridge which had such a world-wide fame. The new bridge is not only a wonderful structure, but it harmonizes in a marvellous way with the natural scenery about. The span of the arch is 115 feet long and 226 feet above the river. At Montreal is the Victoria Jubilee bridge. This has replaced the old tubular bridge; and while the work was in progress it was so cleverly performed that no stoppage of traffic was necessary.

By taking any of the many branch lines at different points, lovely side-trips can be had, and splendid localities for fishing and shooting reached. Its lines into the northern part of Ontario lead into the wonderful scenic region of Muskoka, a name already well known among tourists and lovers of beautiful scenery. Here are lakes and streams, varied in character but uniform in beauty, which make a trip through this district a continual panorama of loveliness.

The yachting centres of the Richelieu and of Lake St. Louis, where the international races are held, are all reached by this line. Perhaps the most enjoyable of the outings in the vicinity of Montreal is the trip down the Lachine rapids. Train connection is made at Lachine with the Ottawa River Navigation Company's steamer, and the rapids are reached in about twenty minutes. The experience is unique, and those who "shoot" the

rapids for the first time experience the sensation of having come safely through some dangerous pass. This is considered to be one of the feats of navigation in the world.

The rolling-stock and road-bed of this company are in excellent condition, and everything is done for the comfort and convenience of their passengers. A palatial office building has just been constructed on McGill Street.



Iona Islands, Bras d'Or Lakes, Cape Breton, Nova Scotia.

The Canada Atlantic Railway from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist to the southern border of the famous Algonquin National Park of Canada. This is a reserve of over two thousand square miles set apart by the Ontario Government for all time to come, "for the benefit and enjoyment of the people." It lies between the Georgian Bay and the Ottawa river, south of Lake Nipissing. It is one of the most remarkable regions of lake and stream, primeval forest and rock, that can be found anywhere. It is a great game-preserve, a fisherman's paradise, a source of water supply, a field for re-forestry, and a natural sanitarium. No less than one thousand lakes make the reservation a veritable lakeland, if the expres-

sion may be used. The largest is Great Opeongo, and the highest is Caché Lake, which 1837 feet above the sea-level. On the shore of Opeongo is the burial-place of the Algonquin Indians, who formerly inhabited the district.

Nature intended a region so wooded and watered to be the haunt of fish, birds, game and fur-bearing animals,



and, under the wise protection of the Ontario Government, hundreds of strong colonies of beaver, otter, marten and mink are to be found within the protected limits. The lordly moose

and red deer are found in large numbers. Fish are plentiful, and various kinds are cultivated in all the waters. Good portage roads have been made, and forty-eight shelter-huts have been built in various parts for the convenience of the rangers and the public. A map has been issued by the Government showing the canoe routes, portages and situation of huts. Licenses to fish with rod and line only, and to make a tour through the park, may be had, without charge, on application to the superintendent, Mr. G. V. Bartlett, at Caché Lake, Mowat P. O., Ontario.

The Quebec and Lake St. John Railway operates its lines through the Canadian Adirondacks, as the Laurentians are so often called, running from the city of Quebec to Lake St. John. The scenery on the way is almost beyond description, with its towering mountains, yawning chasms, scores of fish-laden lakes, and miles of rapid rivers. Here are ideal camping-sites for the artist, the angler, and the hunter. Lake St. John is a vast inland sea, source of the Saguenay, and the home of the famous ouananiche. The comfort and safety of the tourist or angler are looked after by the Indian guides. The hotel at Roberval provides every home-like comfort. From the lake the railway runs down to Chicoutimi, at the head of navigation of the Saguenay, where a steamer may be taken down the river.

From Tadousac to Quebec the traveller will be able to enjoy the rugged beauty of the lower St. Lawrence—Murray Bay, the miracle-working shrine of La Bonne

Ste. Anne, the Montmorency Falls, and the lovely Ile d'Orléans.

The Historical Ottawa. The Ottawa river, known to old *voyageurs* and early settlers as the Grand River, is upwards of six hundred miles long, and has twenty tributaries of large size. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the Ottawa River Navigation Company.

The Ottawa is broader two hundred and eighty miles from its mouth than it is between Ottawa city and the Lake of Two Mountains, and flows with such a strong



Beach at Cacouna.

and deep flood that the green waters of the St. Lawrence, for many miles beyond the confluence of the two rivers, are pressed against the southern shores.

Coming from the far North, from regions comparatively little known even at the present day, there is a certain mystery about this "Grand" river which awakens curiosity and engenders a spirit of romance, and, as we ascend its current, the beautiful islands and the picturesque scenery of its banks command our admiration.

The Ottawa was the highway of the early French explorers, missionaries and fur-traders in their journeys from Montreal to the great lakes, Huron and Superior, and the far West. It was traversed by the red men as

well as the *coureurs des bois*. It was ascended by Champlain—who was the first explorer—in 1613, on his voyage to discover what he had been led to suppose was the North Sea. During his voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties. Continually menaced by wandering bands of Indians, he was at last forced to abandon his provisions, and to trust entirely to hunting and fishing to provide him with the necessaries of life. Champlain finally reached the country of the Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached after great hardships and privations.

This trip by steamer, either "up the Ottawa" to the capital of the Dominion or "down the river" to Montreal, is one of the most beautiful and charming trips in Canada. The steamers are modern steel vessels, very fleet, and well adapted for day tourist travel, commodious and comfortably furnished, and the meals are nicely served.

The monastery of La Trappe, now being rebuilt, is on the north shore of the Lake of Two Mountains. The colony came over from France in 1880, and received a large grant of land from the Provincial Government. Here these monks, in the dress and simple habits of the Middle Ages, have tilled the soil, until now the property is under a beautiful state of cultivation. At two o'clock each morning these silent men rise from their mattresses of straw, and occupy the day between devotional exercises and manual labor, until seven in the evening, when they again retire to their cells. Except on special occasions, the monks are not allowed to converse, even when at work in the fields. It is not unusual for business men and others who seek absolute quiet, to repair to La Trappe for a few weeks.

The Ottawa river, dividing as it does the two Provinces of Ontario and Quebec, is specially interesting.

The lower Ottawa is replete with numerous and interesting historical subjects.

At the Chute-à-Blondeau—*au pied du Long Sault*—Dollard des Ormeux and his brave Frenchmen perished in 1660, in their stand against the Iroquois.



Parliament Buildings from Sapper's Bridge. Monument to Queen Victoria.
Rideau Canal Locks. Parliament Buildings from Major's Hill Park.
Rideau Hall—Residence of the Governor General.

Ottawa.

The mountain back of the village of Oka is called Calvaire, and at intervals on the road to the summit are four chapels, while upon the summit are three more. These stations of the cross were built in 1733, and the church about 1740. They all contain extraordinary wood carvings, and indicate in many other ways their great age.

At St. Anne, where the Ottawa empties into the St. Lawrence, stands the house in which Tom Moore, the great Irish poet, resided in 1805. Here he wrote the "Canadian Boat Song," and the old house has seen no change from that day to this.



Chapels on Top of Mount Calvary, Oka.
on the Ottawa River.

At Carillon (chime of bells) there is the greatest dam, perhaps, in the world. Below Carillon, the Indian village Lac-des-Deux-Montagnes, old fortified windmills and forts of the French *régime*, the palatial residences of Montreal merchant princes at the numerous summer resorts on the shores of Lake of Two Mountains and Lake St. Louis, and the plunge down the famous Lachine rapids, all combine to make the trip between Ottawa and Montreal, by boat, one of the most charming excursions in America.

Fort Senneville, situated at the west end of the island of Montreal, and still a well-preserved ruin, was constructed about 1710 by the Baron of Longueuil. It was

originally a square fort with four flanking towers, and was used as a trading-post with the Iroquois Indians. The barony of Longueuil, the only hereditary feudal barony of Canada, began with Charles Le Moyne, whose father came to Canada with Maisonneuve in 1642.

Montreal a Sporting Centre. Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these



The Restigouche River, New Brunswick.

particular games played with such a degree of skill. The Minto Cup, emblematic of the championship of the world in lacrosse, is held by a Montreal club; and the Royal St. Lawrence Yacht Club holds the Seawanhaka International Challenge Cup, which is to twenty-five-footers what the America's Cup is to the gigantic ninety-footers.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the national winter game, and is played on ice from December until March. In addition to these distinctly Canadian games, football (both Rugby and Association), cricket,

golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronized. Horse-racing comes in for attention also. Ice-racing is a feature of winter sports; while for tobogganing and skating no city in the universe furnishes such opportunities.

Montreal is the home of three athletic associations—the Montreal Amateur Athletic Association, the Shamrock Amateur Athletic Association, and the National Amateur Athletic Association; the latter being the foremost French-Canadian club of the country. Each possesses well-equipped grounds. The Montreal Amateur Athletic Association has an excellent



Old Block House, on St. Helen's Island,

where, on alternate years, the Canadian amateur championships are contested. In the winter this immense athletic oval is turned into an open-air skating-rink, with a quarter-mile track. By an arrangement with the National Amateur Skating Association of America, the speed-skating championships of the continent take place on this track every second year.

The Montreal Amateur Athletic Association is now building a club-house costing \$100,000, and, when completed, it will be the most up-to-date building of the kind in Canada, and, architecturally, will be one of the show-places of the city.

In small yacht racing Montreal designers, builders and sailors hold an eminent position. Lake St. Louis is within easy access of the city, and affords a magnificent course for sailing. The home of the Royal St. Lawrence Yacht Club is at Dorval, and it is here that the Seawanhaka Cup is kept. This trophy of international fame was won from the Seawanhaka-Corinthian Yacht Club of New York, and has been successfully defended against American and English challengers since its arrival here.

Cross-country riding is extremely popular, and there are two hunt clubs which furnish sport of this character.

The Montreal Hunt and the Canadian Hunt are both flourishing organizations. The former is one of the oldest hunt clubs on the continent, standing second in point of age. The Canadian Hunt, while a younger organization, also possesses an excellent pack of hounds and many riders. The country about Montreal is particularly well adapted for fox-hunting.

There is also a Polo Club, with headquarters at St. Lambert.

Golf has become a favourite pastime, and Montreal is, indeed, well favoured, and devotees of the ancient game have no lack of courses, there being no less than six of them in the city, or else within convenient access. All of them are so situated that the scenic advantages alone would appeal to anyone with a love of the beautiful in nature.

Tourists are invited to call at the Information Bureau of the Montreal Business Men's League, 1653 Notre Dame street. The advantages offered to strangers are free of charge and correspondence receives attention.

The address may be used by tourists for letter and telegrams. Side trips and accommodation arranged for; information about the city and all Canadian places of interest furnished on application.



Viger Square. Montreal

Places of Interest in and about Montreal.

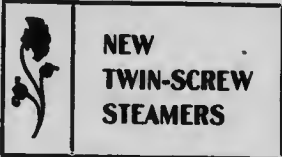
- Drive through Mount Royal Park and Cemeteries.
 Lachine, by upper and lower roads.
 Dorval.
 Back River.
 Victoria Jubilee Bridge.
 Around the Mountain.
 Drive to lower end of Island.
 Ferry to St. Heien's Island.
 Elevator to the Mountain top.
 Dominion Square.
 Victoria Square.
 St. Louis Square.
 Lafontaine Park.
 Notre-Dame Church.
 Art Gallery.
 Henry Morgan & Co. (Colonial House), St. Catherine Street, facing Phillip's Square.
 McGill College and Grounds.
 St. James Cathedral.
 St. James Methodist Church.
 City Hall and Court House.
 Maisonneuve Monument.
 Nelson's Column.
 Lachine Rapids.
 Royal Victoria Hospital.
 Hôtel-Dieu.
 Young Men's Christian Association Building.
 General Hospital.
 Grey Nunnery.
 Church of the Gesù.
 Christ Church Cathedral.
 Bonsecours Market.
 Drill Hall.
 Château de Ramezay.
 Harbour of Montreal.
 Allan Line Steamers, foot of St. Peter Street.
 Bank of Montreal.
 Natural History Museum.
 Montreal Hunt Club Kennels.
 Canadian Hunt Club Kennels.
 Sir John A. Macdonald's Monument.
 Notre-Dame-de-Lourdes Chapel.
 Ville-Marie Convent.
 Hochelaga Convent.
 St.-Vincent-de-Paul Asylum.
 Montreal College.
 Mont St.-Louis College.
 Laval University.
 Chas. Desjardins & Co., Fur House, 1537 St. Catherine Street.
 Insane Asylum, Verdun.
 Notre-Dame Hospital.
 Old Windmill, Lachine Road.
 Trappists' Monastery, Oka.
 Longue Pointe Insane Asylum.
 Seminary of St. Sulpice.
 Old Towers, Sherbrooke Street.
 Houses of the old French régime, in or near Jacques Cartier Square.
-

The principal points of interest can be reached by taking the observation-car, which leaves the Windsor, Queen's and Place Viger hotels at stated hours, the particulars of which can be found on page 60.



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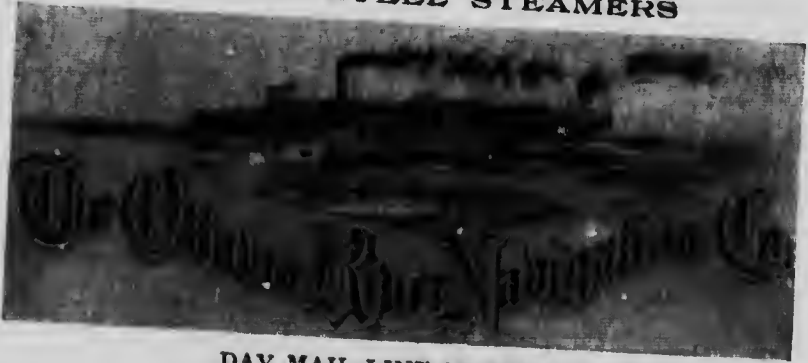


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(Under the Auspices of the Montreal Board of Trade.)

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